

AMENDMENTS**In the Specification:**

1. Please make the indicated changes in the paragraph beginning at page 8, line 7:

Fig. 1 depicts the first handlebar grip cuff 20 in position on the first motorcycle handgrip 100, the second handlebar grip cuff 30 in position on the second motorcycle handgrip 110, the first handlebar grip cuff 20 and the second handlebar grip cuff 30 connected by the handlebar grip cuff connection strap 43, a first handlebar grip cuff connection ring 29 connected to both the first handlebar grip cuff 20 and the connecting hook 85 for first tie down strap 85, and a second handlebar grip cuff connection ring 39 connected to both the second handlebar grip cuff 30 and the connecting hook 95 for second tie down strap 95. The first tie down strap 80 and the second tie down strap 90 are, preferentially, standard cargo tie down straps. Fig. 1 does not depict the connection of the securing hooks, 83 and 93, for the first and second tie down straps, 83 and 93 80 and 90 respectively, to a fitting or other securing point whereas in practice such connection is required. The first embodiment, depicted in Fig. 1, depicts the connecting hook 85 for the first tie down strap 85-connecting the first tie down strap 80 to the first handlebar grip cuff connection ring 29 and depicts the connecting hook 95 for the second tie down strap 95-connecting the second tie down strap 90 to the second handlebar grip cuff connection ring 39. The handlebar grip cuff connection strap 43, as depicted in the drawings, connects at its first end to the first handlebar grip cuff 20 and at its second end to the length adjustment mechanism 41 for the handlebar grip cuff connection strap 43. The length adjustment mechanism 41 is depicted in the drawings as a common buckle which is connected to the second handlebar grip cuff 30 by a length adjustment mechanism connection strap 44. The depiction of the length adjustment mechanism 41 is in conjunction with depiction of the handlebar grip cuff connection strap 43, which depiction includes the feed through of the handlebar grip cuff connection strap 43 creating a connection strap tail 42.

2. Please make the indicated changes in the paragraph beginning at page 9, line 14:

Fig. 3 provides a lateral perspective view of the instant invention 10, making clear the placement and connection of the reinforcing strap 26 for first handlebar grip cuff 26 over the first

handlebar grip cuff 20 and of the reinforcing strap 36 for second handlebar grip cuff 36 over the second handlebar grip cuff 30. The first handlebar grip cuff 20 is formed by connecting together two ends of a pliable material such as canvas or leather, such connection depicted in Fig. 3 by the first connector 21 for first handlebar grip cuff 24 and the second connector 22 for first handlebar grip cuff 22. Likewise, the second handlebar grip cuff 30 is formed by connecting together two ends of a pliable material such as canvas or leather, such connection depicted in Fig. 2 by the first connector 31 for second handlebar grip cuff 34 and the second connector 32 for second handlebar grip cuff 32. Further depicted in Fig. 3, is the loop 23 in reinforcing strap for first handlebar grip cuff 23 which connects the first handlebar grip cuff connection ring 29 to the first handlebar grip cuff 20. Also is depicted the loop 33 in reinforcing strap for second handlebar grip cuff 33 which connects the second handlebar grip cuff connection ring 39 to the second handlebar grip cuff 30. Connection of the loop 23 in reinforcing strap for first handlebar grip cuff 23 to the first handlebar grip cuff 20 is depicted by third connector 24 for first handlebar grip cuff 24 and the fourth connector 25 for first handlebar grip cuff 25. Connection of the loop 33 in reinforcing strap for second handlebar grip cuff 33 to the second handlebar grip cuff 30 is depicted by third connector 34 for second handlebar grip cuff 34 and the fourth connector 35 for second handlebar grip cuff 35. The loop 23 in reinforcing strap for first handlebar grip cuff 23 connects the first handlebar grip cuff connection ring 29 to the first handlebar grip cuff 20 and the loop 33 in reinforcing strap for second handlebar grip cuff 33 connects the second handlebar grip cuff connection ring 39 to the second handlebar grip cuff 30. The first and second handlebar grip cuff connection rings, 29 and 39 respectively, permit the connection of the first and second tie down straps, 80 and 90 respectively, to the invention 10. Reference numeral 60 in the figures refers to the interior in the first handlebar grip cuff 20 which slides over the first motorcycle handgrip 100, while reference numeral 70 in the figures refers to the interior in the second handlebar grip cuff 30 which slides over the second motorcycle handgrip 110 when the apparatus 10 is installed on a motorcycle 115 for use. The first and second tie down straps, 80 and 90 respectively, would normally be installed between fixed anchor points in the trailer in which the motorcycle 115 was being transported and the invention 10.

3. Please make the indicated changes in the paragraph beginning at page 10, line 23:

Fig. 6 depicts a second embodiment of the instant invention 10 wherein the first handlebar grip cuff connection ring 29 serves to connect the material of the reinforcing strap 26 for the first handlebar grip cuff 26-to the material of the first tie down strap 80 directly and without intervening hooks. This is accomplished in the depicted embodiment by looping the material of the first tie down strap 80 over the first handlebar grip cuff connection ring 29 and then using the first tie down strap buckle connector 84 to connect the end of the first tie down strap 80 back to the body of the first tie down strap 80. Also Fig. 6 depicts the first tie down strap 80 as being adjustable in length by connection to the first tie down strap buckle 81 which is, in turn, connected to the securing hook 83 for first tie down strap buckle 83-by the connector strap for first tie down strap buckle 82. Likewise, in Fig. 6, the second handlebar grip cuff connection ring 39 serves to connect the material of the reinforcing strap 36 for second handlebar grip cuff 36-to the material of the second tie down strap 90 directly and without intervening hooks. This is accomplished in the depicted embodiment by looping the material of the second tie down strap 90 over the second handlebar grip cuff connection ring 39 and then using the second tie down strap buckle connector 94 to connect the end of the second tie down strap 90 back to the body of the second tie down strap 90. Also Fig. 6 depicts the second tie down strap 90 as being adjustable in length by connection to the second tie down strap buckle 91 which is, in turn, connected to the securing hook 93 for second tie down strap buckle 93-by the connector strap for second tie down strap buckle 92.

4. Please make the indicated changes in the paragraph beginning at page 11, line 11:

Fig. 7 depicts yet a third embodiment of the instant invention 10 wherein the first tie down strap 80 is connected directly to the reinforcing strap 26 for the first handlebar grip cuff 26 by the third connector 24 for first handlebar grip cuff 24-and the fourth connector 25 for first handlebar grip cuff 25-without intervention of the first handlebar grip cuff connection ring 29; and the second tie down strap 90 is connected directly to the reinforcing strap 36 for second handlebar grip cuff 36-by the third connector 34 for second handlebar grip cuff 34-and the fourth connector 35 for second handlebar grip cuff 35-without intervention of the second handlebar grip cuff connection ring 39.

5. Please make the indicated changes in the paragraph beginning at page 11, line 19:

Fig. 8 depicts a fourth embodiment of the invention 10 wherein the loop 23 in reinforcing strap for first handlebar grip cuff 23 and the loop 33 in reinforcing strap for second handlebar grip cuff 33 are elongated to receive hooks from standard cargo tie down straps which would take the place of the first tie down strap 80 and of the second tie down strap 90 in securing the invention 10, installed on a motorcycle 115, to a trailer or other transport platform.

6. Please make the indicated changes in the paragraph beginning at page 11, line 25:

Each of the foregoing described embodiments requires modification of the means whereby the tie down strap, 80 or 90, connects to the handlebar grip cuffs, 20 or 30. In the first embodiment the tie down strap connection means is by connection of the connecting hooks, 85 and 95, of the tie down straps, 80 and 90, to the handlebar grip cuff connection rings 29 and 39, respectively. In the second embodiment the tie down strap connection means is by connection of the tie down straps, 80 and 90, to the handlebar grip cuff connection rings 29 and 39, respectively. In the third embodiment the tie down strap connection means is by connection of the tie down straps, 80 and 90, to the handlebar grip cuffs, 20 and 30, respectively. In the fourth embodiment the tie down strap connection means is by connection of the connecting hooks, 85 and 95, of the tie down straps, 80 and 90, to loops reinforced sections, 23 and 33, in reinforced sections of the handlebar grip cuffs, 20 and 30, respectively. The connection of the first tie down strap 80 to the first handlebar grip cuff 20 is depicted in Fig. 1 as being by virtue of connection of the connecting hook 85 for first tie down strap 85 to the first handlebar grip cuff connection ring 29, and the subsequent connection of the first handlebar grip cuff connection ring 29 to the loop 23 in reinforcing strap for first handlebar grip cuff 23—which is, in turn, connected to the reinforcing strap 26 for first handlebar grip cuff 26 by the third connector 24 for first handlebar grip cuff 24 and the fourth connector 25 for first handlebar grip cuff 25. The connection of the second tie down strap 90 to the second handlebar grip cuff 30 is depicted in Fig. 1 as being by virtue of connection of the connecting hook 95 for second tie down strap 95 to the second handlebar grip cuff connection ring 39, and the subsequent connection of the second handlebar

grip cuff connection ring 39 to the loop 33 in reinforcing strap for second handlebar grip cuff 33 which is, in turn, connected to the reinforcing strap 36 for second handlebar grip cuff 36-by the third connector 34 for second handlebar grip cuff 34-and the fourth connector 35 for second handlebar grip cuff 35. It is anticipated that the connectors 21, 22, 24, 25, 31, 32, 34 and 35 will be by stitching the layers of material together, by riveting the layers of material together, or by adhering the layers of material together.